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House and Willard's Hotel. Very few Democratic papers in Ohio dare protest against the designs of Mr. McLean

but the few that do are very emphatic.

The letter of the mayor to the Council relative to the elevation of the railroad tracks was designed as a sandbag dispo

sition of the scheme. The Columbus (Ind.) Herald (Democratic) commends Aguinaldo's oration "to all lovers of liberty," but the Frankfort Crescent, als Democratic, discovers that it is loaded and

cries out that it is not genuine.

Now that Mr. Bryan has accepted the invitation of the Altgeldites to speak in their meeting on Thursday, Mayor Harrison's friends are very unhappy, since they regard It as an indication of his desire to please Altgeld after he has been urged by the Harrison men to ignore the ex-Governor.

The Democratic hunt for an issue is a desperate as unsuccessful. A year or so ag the Hon. Thomas Taggart is alleged to have remarked that there would be little show fo the Democracy in 1900 unless it could de vise some scheme to put an end to the general prosperity. The desperate leaders would give all their assets in trusts, 16 to 1 and expansion for a period of calamity.

It is reported that a radical revulsion of sentiment towards Governor Pingree is going on in Michigan because of his recent alliance with the street-railway magnates. A few years ago he won popular favor by fighting and defeating the Johnson companies, who asked a thirty years' franchise in Detroit on the basis of six tickets for 25 cents. Now he is equally vehement in urging a scheme which will give Johnson forty-eight years' franchise and a 5-cent fare under an impossible device of municipal purchase and a 3-cent fare.

Allen W. Clark, who, in a recent interview, styled a large part of the Democratic national committee as "opportunists," is one of the recognized leaders of the 16-to-1 With others he will do guard duty about the rooms in which the national committee will meet in Chicago next Thursday. Mr. Clark is very severe upon the "oppor tunists" who are seeking to relegate 16 to 1 to the rear in the next platform. Mr. Clark remembers that the opportunists, Mayor Taggart and what is known as the Taggart gang, defeated him in the last Democratic

convention in this State.

While the matter has not been absolutely that the city authorities will order stone bridges for Fall creek on Meridian and Illinois streets. This is as it should be. Such bridges are more lasting and more pleasing in appearance; are, in fact, the only kind in keeping with the other improvements of those thoroughfares. They will add greatly to the beauty of these two handsome the present unkempt condition of Fall creek What is so desirable in these two cases is equally so of Central avenue, but unfortunately, the County Commissioners who are responsible for this bridge, talk only of an iron structure. Merely for th sake of uniformity, if nothing more, this bridge should be like the others so near it but other considerations call for ah im provement of the best and most permanent character here. Central avenue is a thoroughfare over which there is now a great deal of travel, and this is sure to increase, since the town is rapidly growing in that direction. An iron bridge is not suited to the place; it is not only unattractive, but is less durable and needs renewal every few years. A stone bridge is more costly, but its permanency makes the expenditure true economy in the end. Citizens especially interested in the improvement of that part of the city should not rest content with the poorer structure, but should agitate the subject and persuade the commissioners, if possible, to more liberal action. Central avenue should have a stone bridge.

After one has partly succeeded in con believe, some of these excellent who put in their time exposing the as being among the transgressors. There late Senator Allen, of Nebraska. During the six years he was in the Senate he Record with speeches setting forth the wickedness of the wicked, and that the remnant of the righteous was very small and constantly diminishing with the disappearance of the Populist party. The senator gave the country the flavor of his patriotism when he would not accept a commission for his son in the Spanish war, but left him to o in the ranks as did his father. After all this proclaimed goodness it comes like an

unexpected anguish to learn that the late senator, the leader of the Populist contingent in the Senate, devoted the last hours of his senatorial life to pushing through a bearing the name of Pettigrew, whose goodness consists in assailing others, but that fact does not excuse Judge Allen.

to be should not be led to destroy all faith in human goodness by getting a bill through Congress which has enabled him to gather up a few thousand acres of land. which will assist him in cattlemen to pay tribute to him

BOGUS TRUSTS.

Several conservative papers whose opinions upon business and financial affairs are these papers, the Pittsburg Dispatch, beof disintegration will follow. It sets forth that a majority of the combinations formed in the past few months are in no trusts, because they are not such concentrations of all the interests in a given line of production as will establish a monopoly. All men who have floated or attempted to float millions of stock upon the allegation that they would control the business are not trusts, but stock bubbles.

This is undoubtedly a correct view of the matter. The combination which has not the power to prevent new competition has a very insecure basis. A combination representing \$26,000,000 of capital, with a plant worth \$5,000,000, will be an easy victim if it undertakes to earn dividends upon the whole capitalization unless it is in a position to prevent competition. Capital is abundant, and if a trust can pay dividends upon capitalization of \$25,000,000, those having the means will rush into competition by constructing plants costing one-fourth or onefifth that amount; and the latter would be doing a good business, while that with the

watered stock would be forced to the wall. With the Standard Oil Company in view it will be urged that the trusts will be able to buy up or otherwise drive off such wouldbe competitors. The illustration is not applicable. The Standard is essentially monopoly, and there is evidence showing that it has its advantage over those who would have been competitors in the favors granted by railroads. Besides, the Standard is not an overcapitalized corporation. tion is furnished by the Wire Nail Trust or attempted trust. A few years ago companies in operation organized a to control prices, but they failed because of the competition of a few insignificant manufacturers who, while they could not produce any large part of the goods required, could put upon the market a quantity suffitrust have bought off these competitors' purchase factories for which it had no use competition which will end in the collapse of the wind-inflated corporations.

A REMINDER.

The wages of the tin-plate workers wil be advanced to-day 15 per cent. It is said there are 45,000 of them. The employers of fered 10 per cent. advance and the employes demanded 20 per cent. Instead of proceeding to beat each other by the old strike men and send abroad for workers to take did not make threats or in any manner undertake to compel employers to yield to their demands. The representatives of both sides met and talked the matter over, and the result is that they compromised on at advance of 15 per cent. How often in our industrial history have the wages of 45,000 people been increased 15 per cent? The last Democratic administration was attended by the reduction of wages from 10 to 15 per cent., affecting hundreds of thousands of men, but a Democratic administration and an increase of wages on an extensive scale never went together.

Why are these 45,000 people employed in the tin-plate industry to have an increase of wages? Turn to the files of Democratic papers in 1892 and editorials, paragraphs, interviews and caricatures will be found de claring that such an industry could not be Every effort was made to belittle the Elwood tin-plate industry when it was started even to Democratic efforts to induce those to embarrass the leaders of the enterprise. There would be no tin-plate industry in this country if the Democratic party had its way. Fortunately, a Republican House was elected in 1888, and the Senate was in favor of protection. The McKinley law was plates, which was followed by the estab-Wilson law would have destroyed them, but the Gorman law retained much of the Mc Kinley duties, so the industry was established and has grown until it employs 45,000 men. Prices have been advanced because the materials advanced with the rise of iron This marked increase of wages may mean another rise in the price, but present prices are lower than when the British tin-plate

If the Democrats could have prevented it in 1890-92 there would now be no tin-plate industry employing 45,000 people.

combination supplied the market and made

Several days since the Journal printed the following paragraph because it contains truth not only of unusual application but of the greatest practical value to constituen-

"No county is bigger than the district." is the remark of the Crawfordsville Journal. which many persons should commit to memory and repeat daily. And it might have added: No man's aspirations are of so much importance as the efficient service of a whole district by a man of character.

brains and experience. The Noblesville Ledger takes exceptions to it upon the assumption that it is designed to promote the candidacy of Mr. Landis in the Ninth district. That the Journal has any special interest in the candidacy of Mr. Landis or any disposition to oppose a Hamilton county aspirant is a pure assumption If, as the Ledger declares, the paragraph weakens rather than strengthens Mr. Landis's candidacy, it should commend rather than criticise. The districts which have influence in Congress are those which, after finding men who have the ability to make themselves useful in the House, elect them term after term. A statement of this fact

The second letter of "Rex," on the topic, "Commercial Travelers and given in this issue, because it is the sincere expression of a man who speaks for a class of men whose employment demands for them public respect. The Journal, however, did not say that corporations and trusts do not employ the ablest lawyers in the land. by any influence they can control obtain legislation in their special interest, because the general drift of legislation in most States and in Congress is against such com-So good a man as he has declared himself | binations. Except in New Jersey, the tend-

should not displease any one. .

ency of the decisions of the courts, federal and state, is against combinations designed to restrict freedom of trade. If the Journal gave the impression in an article a week ago that the traveling salesmen are responsible for the sharp competition, it was not intentional. The competition is between the jobbers or manufacturers, but if they are forced to bid against each other for business it does not change the situation. Like most other sincere men who are considering the subject of trusts, "Rex" does not suggest a remedy for the evil of which he so justly complains. Meeting and exchanging views with so many men, it is remarkable that none of them presents remedies, but instead all seem to look to legislatures to devise plans, as if those who are elected to Congress and legislatures have some mysterious reservoir of wisdom from which they can draw when the occasion demands.

The New York Herald, in presenting the Independence day speech of Aguinaldo as an echo of the anti-expansionists of Boston, quotes paragraph after paragraph to show how like the imperialist utterances are those of Aguinaldo. The Herald also quotes the following:

Some States of the American Union have arisen in our favor. Especially is the Democratic party convinced that both victors and vanquished will lose precious lives. Thus many of the people and many of the statesmen censure President McKinley as inhuman for having ordered his military representatives at Manila to seek means to ring about hostilities with the Filipinos.

When Aguinaldo refers to "some States of the American Union which have arisen" in his favor he must have in mind the declarations of such meetings as have been held in Chicago and Cincinnati, but when he declares that the Democratic party is in effect in sympathy with him, he refers to a much more important body than the Boston people whom the Herald ridicules. Not alone are the manifestoes of the antiexpansionists being used by Aguinaldo to encourage his followers, but he puts forth the claim that the Democratic party is opposed to the establishing of American supremacy in the Philippines. While Aguinaldo's assumption is far from true for the reason that a large part of the Democratic party is in favor of the prosecution of the war, it is true that the local leaders of the war on political grounds. Captain English's Fourth of July speech stopped all praise of him in the Democratic organs.

A state exchange, after asserting that truth never suffers from honest and fearless discussion," puts out the following ab-

Fifty thousand men are said by tailies to be out of employment in the Indiana gas field on account of the trusts. When such a condition can exist in a country where nature furnishes free fuel the trust evil would seem to have reached its

If any one has a prize to bestow upon the he need not delay in sending it to the editor who is responsible for the foregoing.

Two instances were reported in the papers last week of fortunate individuals who received unexpected bequests from strangers whose lives they had once saved. One of these lucky persons is a young New Yorker who had won the lasting gratitude of an elderly Pittsburg woman. The other beneficiary was a Missouri editor. There is likely to be renewed activity in the lifesaving business on the strength of these stories, but it is hardly worth while for editors to build any hopes on this single bit of good fortune in the profession. An editor often saves a life by the things he doesn't print-but it is seldom that he gets so much as "thank you" for the service.

A Philadelphia paper has been publishing the views of some of its citizens on the possibilities of the coming century, and among them is this interesting opinion: "The greatest achievement of the twentieth century will be the establishment of free intercourse with the spirit world. The twentieth century will rob death of its terrors, the grave of its mysteries." Dear, dear; with this in prospect we shall all want to live as long into the century as possible. Or-come to think of it-shall we? Do we really want to communicate with the spirit world so much as some of us pre-

The granting of the claim of the Colorado private who wanted damages because he did not get home in time to harvest his crops would have been a bad precedent. It would have been followed by multitudinous claims for crops that other privates might have planted if they had been at home and wanted to plant them.

The Filipino Junto is to be moved from Hong-Kong to some other point. If only the junto could be moved to the point of acting sensibly and ceasing to meddle in international affairs in which it can render no assistance it would be doing its first

Since his return to France Dreyfus is said to be occupying himself by reading up on the Dreyfus case. Poor man! What are the

sufferings at Devil's island to this? It is said that 50 per cent. of the stock in New South Wales is dead. That province

BUBBLES IN THE AIR.

Not in the Set. "Come away from those persons at once," cried Mrs. Tortoise to her youngest. "Don't you know it is reported their shells are only imitation?"

Even that Too Much. The Younger One-I think all a man should know about his wife's dress is the

The Elder Matron-You goose, he should

not know even that. A Doubter. "Can't make me believe Dreyfus is a Hebrew," said the man with the Celtic cast

of features. "W'y not?" asked the other man. "Just look how long he was on that island. And when he come away the other fellows still owned it all."

ent of the farm with beaming face.

Narrow Escape. To the millionaire came the superintend-

"Looks like we were going to clear expenses, sir." said the hireling. "Great heavens!" cried the millionaire, 'something must be done or I am disgraced Go and order a five-thousand-dollar automobile to haul the truck to market in!' Even one of our best people may get a little rocky on his prepositions in moments

THE STATE PRESS.

The real question for Democrats to deis whether they intend to do business as Democrats or as Populists. That decided, they can have smooth sailing .- South

Bend Times (Dem.) About the meanest form of sneaking copperheadism is matter written to discourage enlistments. Specimens can be found almost daily in any of the Democratic papers, and the Rushville Jacksonian contains but little else.-Columbus Republican. It is pretty safe to conclude that the flowery address alleged to have been promulgated by Aguinaldo did not emanate from that individual and he in fact never saw it. It bears the ear marks of preparation by some cunning politician. If he de-livered a speech it has been garbled or re-

The price of land is advancing. The time has again come when a thrifty farmer can make a fair per cent, on his investment With the present facilities for seeding and harvesting, wheat at 70 cents a bushel and corn at 25 cents are profitable crops .- Rich-

mond Palladium Northern Indiana is unfortunate in ha ing a poor wheat yield this year, but with an abundance of other products her people will worry along for another year. Diversity of crops conduces always in this standing of the facts. part of the State to ease the failure of one of the products.-Lafayette Courier.

Only those who passed through that ordeal can fully comprehend what a costly experience the campaign of 1896 was for Democratic newspapers that supported Bryan. Some were brought to the very verge of bankruptcy. The experience is one remembered by Democratic newspaper men.-Goshen Times.

The Columbus Herald publishes Aguinaldo's recent speech with seven-story headlines and editorfally says: "We commend a careful reading of this oration to all lovers of liberty." How patriotic must be the man who would commend to Americans this speech of this enemy of our country in preference to the Declaration of Independence, the speeches of Patrick Henry and a host of other American patriots.-Seymour Republican.

ABOUT PEOPLE AND THINGS.

In the heart of George Vanderbilt's estate near Asheville is a plot owned by an old negro who lives there and refuses to sell He says he has been bothered all his life by bad neighbors, and now that he has a

good one he will not move. Mme. Patti, now Baroness Cederstrom, said to have made at times as much as \$350,-000 a year. Melba's income when fully engaged is \$150,000, and Sarah Bernhardt has for years averaged \$70,000. Rosa Bonheur sold one year's work for \$190,000.

Dr. Martin Luther Brooks, who died Cleveland the other day, made the first speech in favor of abolition ever delivered in Ohio. This was at Oberlin, which place, through Dr. Brooks's efforts, was made the headquarters of the underground railway. The doctor later taught the first colored school in the West. He was an intimate friend of Lincoln

The late Duke of Beaufort was some what formidable in repartee, if one may judge of his power from the following enecdote: When Voltigeur, the French horse, won the Derby a French nobleman came up to the duke, who had bet heavily on the race, and, grasping his hand enhusiastically. said: "Ah, my dear duke, Waterloo is at last avenged." "Yes, my dear count," was the reply, "the French also ran well at Waterloo

Father George D. Heldmann, a Catholic priest of Chicago, who has been talked of as a candidate for Congress and is being urged by his friends to make the run, says he sees no reason why he should not do so if it seems to be the earnest wish of a majority of his people. Father Heldmann's parishioners are most of them Germans, and they hold him in high esteem. If he should become a candidate it will not be as a reformer, he declares, but as a repre-sentative of all the people to give them what they have been asking for.

Dr. Nansen made a bold effort to reac the north pole, and is now said to have some hankering after the south pole. According to the Scotsman his intention is to give the British and German expeditions a fair field in maturing their plans before de-termining on his own line of action. He believes that the south pole can be reached much more easily than the north pole, as, assuming the existence of a continuous ice cap covering the land mass of the Antarctic continent, it would be possible to reach the former on ski and sledges in a comparative-

ly short space of time. An octogenarian club has been organized in Kenwood, Ill. The idea was suggested by Mrs. De L'Armitage. There are fifteen members of the club, their ages ranging eighty to eighty-seven years. Dr. Joseph W. Harmer is president. The members enjoy the club hugely, spending most of the time discussing events in the first half of the century. They meet now in the open air. They have no written constitution and but one unwritten by-law, which is that no member shall be allowed to tell one and the same story more than seven times at as many successive meetings without varying the incident or shifting the point of the joke.

PERIODICALS AND PUBLISHERS.

Current Magazines. Collier's Weekly for July 15 contains, among other interesting features, an illustrated article on the crisis in the Trans-The August Century will be a midsummer and travel number. In the former charac-

ter its special feature may be said to be a group of papers on tornadoes and thunder-The only contribution by General Merritt to the literature of the Spanish-American war is an article on "The Fall of Manila,"

which he contributes to the Youth's Companion of July 6. The article is especially valuable for its revelation of the attitude which Aguinaldo and his principal colleagues bore to the Americans following the battle of Manila bay Mr. Brander Matthews's new story,

Confident To-morrow," which has just gun in the current number of Harper's Bazar, will run in that periodical until the middle of October. Mr. Matthews's latest work purposes to be a character study of literary tendencies and environments. Whether the author will make the supposed eccentricities of publishers a feature of his story, as is seemingly the fashion, has not as yet been disclosed.

Appleton's Popular Science Monthly ugust will contain an article by Appl ton Morgan on the result of the last five years of legislation against drunkenness. I'wo very surprising conclusions may be drawn from the author's statistics-first. that the fewer the places where liquor is sold the larger the consumption of liquor. and, second, that the larger the consumption of liquor the less the drunkenness.

Publishers' Notes.

The New York Times of Saturday says: The sales of "David Harum" (the Appletons) have averaged 2,000 a day for every business day so far in July. On a single day this week the orders reached 7,000." One of the successful novels of June was undoubtedly Beatrice Harraden's "The Fowler." The third American edition is ex-

hausted, upwards of 8,000 copies having been sold. Dodd, Mead & Co. are its publishers. The new Haworth edition of the works of the Bronte sisters, edited by Mrs. Humphrey Ward, is to be brought out in this country by the Harpers, who will begin publishing it in September in a form similar to that of the "Biographical" Thackeray. Mrs. Gaskell's "Life of Charlotte Bronte," with annotations by Mr. C. K. Shorter, is to be included in the set of seven volumes.

The success of "When Knighthood was in

Flower" (the Bowen-Merrill Company) con-

the best selling books in every important book center of the country. An English edition is being issued by Sands & Co., of London. The success of the Canadian edition, recently published, has been such as to demand three editions in as many weeks. A volume of short stories by Julian Ralph will be published before long by Harper & Brothers. The volume is to be entitled "A Prince of Georgia, and Other Tales." This firm has almost ready in book form Senator Lodge's "War with Spain," which has been running as a serial in Harper's Magazine. The work will be presented with eighty-two full-page illustrations by various

A new novel by Mrs. A. D. T. Whitney will be published in the autumn by Houghton, Mifflin & Co. It will be entitled 'Squire Pegs," and will illustrate the wisof individuals finding the places intended for them by nature and of making proper use of the discovery. There is also promise of two new books by Miss Jewett, "The Queen's Twin, and Other Stories" and

Betty Leicester's English Christmas."

Beside the favorable reception accorded them, both by the press and by the reading public, "The Taming of the Jungle" (C. W. Doyle), "The Wind-Jammers" (T. Jenkins Hains), "The Daughters of Babyon" (Wilson Barrett and Robert Hichens) 'Heart and Sword" (John Strange Winter) and "Our Island Empire" (Charles Morris) five of the latest productions of the Lippincott press, have been accorded a justly deserved place in the "one hundred books for summer reading" as selected by the Satur-Review of the New York Times. The first four are fiction; the last a concise and compendious account of "our island empire" Cuba, Hawaii, Porto Rico and the Philip-

Messrs. G. P. Putnam's Sons set forth at length their side of the Kipling quarrel and 1 to be a State.

written by some expansionist who seeks to make the Philippine struggle a political appropriated uncopyrighted material they issue.—Frankfort Crescent (Dem.) his publishers. And in reply to the charge that they took advantage of the public's in terest in his illness when he lay at death's door they say: "The sets originally made up were put in hand in the early fall, and the later ones were started some time before Mr. Kipling's illness, namely, in early January. As there was delay in securing the sheets of certain of the books which publishers were reprinting the books were not ready for sale till the middle March." As the Putnams are well known as an honorable firm it seems likely that Mr. Kipling's suit was due to his misunder-

A "HOT" COLD BANQUET.

One of the waiters at a popular local res-

taurant is a bird of passage from the Bow-

Some Inside History of the Famous "Dollar Dinner." New Orleans Times-Democrat.

ery and was a member of the small army that served the famous "dollar dinner" New York last April. A good many stories have been told of that memorable event but none of them surpass his own in point of picturesqueness and inside detail. was the funniest push I was ever at in me life," he says, confidentially. "The kitchen was so small they had to cook everything on the outside, and when it got there it was dead cold. The second course was haddock and each fish come served in a linen bag so we could put 'em in tubs of hot water and warm 'em up-see? Well, some of th boys got rattled and served 'em bags an all, with egg sauce over the outside. Say, you'd of died laughing seeing them fellers tryin' to carve their fish. This is the toughest auld haddock I iver tackled in me life, says one Tammany man at the head table it's got a skin like a rhinocyris,' says he In the kitchen there was a riot all night long. It was so small the waiters couldn' reach the dishers-up and they got to scrapping for front places in the line. One mar was knocked stiff with a turkey, and when they picked him up I thought he was dead did, on the level. But it wasn't blood. was only cranberry sauce. Another flunkey fell into the salad and one of the cooks pu a can of ice cream in the oven, thinking it was brown gravy for the beef. That's on the square-just as I'm tellin' you! But the worst of all was when we came to the wine It was 'Merican champagne in half-pints without ice, and of all the kicking and hol-One fresh gent told me it was the only thing he had had that night that was good and warm, and he had hardly said it when a waiter that was a little jagged accidentally poured about a quart of boilin coffee down the back of his neck. Say, you ought of heard him cuss! Between you and me, a good many waiters got to hitting the wine, and they found one of 'em with fif-teen empty bottles in his pants leg. That's honest. I saw it myself. It was the hottest banquet I was ever at."

How Mrs. Southworth Was Paid.

Boston Transcript. Many of the sketches of the life of Mrs E. D. E. N. Southworth stated that for her first serial, "Retribution," published in the National Era, she received no compensa-Dr. Southworth, her son, corrects this statement. In justice to the reputation of Dr. Gamaliel Bailey, the publisher of the Era, he says: "Dr. Bailey paid mother for every installment. I have often heard my mother tell of the avidity with which sh seized the first money she received for her writings. The occasion was when Dr. Bailey paid her \$15 on account of her story. She was very poor then. Ever since that time she has been paid for all she has written. Speaking of his mother's relations with th New York Ledger, Dr. Southworth says: "One time, when engaged on the Ledger at a salary, payable weekly, whether she wrote much or little-and sne generally had three months' vacation every year-she was offered \$10,000 for a short serial by a publisher who, I think, is now living. The offer was very tempting, but, remembering

A Man of Nerve.

Mr. Bonner's liberality and prompt payment, she declined the offer. Mr. Bonner

on hearing this, voluntarily raised her sal-

ary \$25 a week. She continued to write for Mr. Bonner for twenty-five years after-

Collier's Weekly.

The most curious feature in the case the miner recently imprisoned for nearly seventy hours in the Gaylord coal mine at Plymouth, Pa., was his peacefully falling asleep in his tomb as soon as he realize that he was likely to be rescued. It would be different to imagine a more serene nervous system. There were plenty of chances too, that the miners might not get the poo fellow out alive. When, finally, he did emerge he behaved just as a hero ought to behave-quietly, with less thought of him-self than of his distracted mother, who at the moment was at home praying for him. An adventure like that, together with the outbreak of one of the old Kentucky feuds and the exciting train robber chase in Wyoming a few weeks ago, makes us realize that we still keep in this country th elements of the dramatic and the pic turesque. And yet our foreign visitors wil ook us over superciliously and declare that we are utterly commercialized and prosaic!

Woman in Politics.

Washington Special.

ward.

One senator's wife in Washington & taking an active interest in having some of the constituents of her husband appointed as officers in the new army. There are several young men in her State who distinguished themselves during the late war, and who have appealed to her to use her influence to get their appointments. Her husband, the senator, is home attending to some law business, but his wife has remained in Washington during all the hot weather sim ply to try to get the appointments made She has visited the President several times and has been daily at the War Departmen this week, urging the claims of her soldier boys. It is somewhat unusual to see woman, and especially a senator's wife seekers in General Corbin's office, and it has excited comment. But Mrs. Senator is a determined woman, and having started on the campaign, she is going to carry it to a successful end.

The Lady or the Grocer.

A sensational lawsuit will shortly be comstore where she traded and said that her husband had given her the money to pay a month's bill, then due, but that she was | with train brakes, and that out of a total greatly in need of the money and requested the grocer to receipt the bill, saying she would pay the amount in three different installments. The conversation took place in the presence of three witnesses-the grocer, bookkeeper and head clerk. The wom an paid no further attention to the matter. and when appealed to three months later said she had paid the bill and had the receipt. The husband was drawn into the controversy and stood by his wife. grocer now says he will sue for the money and prove by his own testimony and two of his employes that the woman is deliberately trying to defraud him.

Capitalists "Catching On."

New York Letter 'Correspondence from all parts of th country has aroused the bankers and others who have their pulse on affairs to an under-standing of the depth of the resentment which is felt by the mass of the people against trusts. So many people have been directly affected injuriously by the great industrial combinations organized that the effect has been to build up a stronger feel ing against trusts than even demagogues have conceived possible. A great popular uprising for their repression is freely pre dicted. Among moneyed people of broad views few expressions of regret are heard that the trust question will be one of th issues of the next political campaign.

Novel Work for a Syndicate.

A romance as the subject of a syndicate is something ordinarily not to be looked for outside of high-flown imaginative literature yet such a fact has developed as a matter of serious business. A syndicate has taken up the famous Druce case, in London, which the succession to one of the duchies of Great Britain is disputed. The whole story, with its eccentric hero, secret marriage, underground passages, double life and dramatic discovery of the high-born adventurer's identity, reads more like a chapter from a penny-dreadful detective story than as an actual occurrence in real life,

The Way to Fame. Detroit Journal.

Life on the farm had become intolerable I shall run away to sea!" he exclaimed But why?" asked his gray, old father, tremulously. The boy felt that it was necessary to be perfectly candid. "Because," he replied, "I find that I am not a poet, and if become a rear admiral I shall have space in the magazines at may disposal!" The divine afflatus, understand from this, is not easily to be headed off.

Ah, Just So!

Hardware.

The reason why Teddy Roosevelt will not get the nomination in either 1900 or 1994 is because, judging from his San Juan experience, he couldn't be persuaded to "run."

Wants to Know. Kansas City Journal.

Oklahoma would like somebody to inform her why a Territory which produces 40,000-000 bushels of wheat isn't important enough

STATISTICS OF RAILWAYS

FURTHER FROM THE INTERSTATE-COMMERCE COMMISSION'S REPORT.

Earnings and Expenses, Equipments, Casualties, Capitalization, Mileage and Number of Employes.

From summaries which will appear in the eleventh statistical report of the Interstate-commerce Commission, prepared by its statistician, being the complete report for the year ending June 30, 1898, for which a preliminary income account was issued in December, 1898, the figures in the following ad-

vance statement are obtained: The text of the report in question contains more than seventy summaries, based, in part, upon the six tables in the body of the report, which present important data by roads. A prominent feature of the text is the amount of information of an explanatory character regarding the relation of the several tables to each other and the meaning of various terms as used in connection with summarized statements.

On June 30, 1898, it appears there were 94 roads in the hands of receivers, which operated a mileage of 12,744.95 miles, the mileage owned by these roads being 9,761.0 miles. As compared with the year preceding, these figures show a net decrease of 6,116.73 miles in mileage operated, and of 5.133.49 miles in mileage cwned. During the year in question 45 roads were removed from the control of receivers, and for 11 roads receivers were appointed. Of the roads operated under receiverships on June 30, 1898, 16 had an operated mileage in excess of 300 miles, 13 between 100 and 300 miles, and 48 less than 100 miles. Much difficulty is experienced in obtaining complete returns in all cases of roads in the custody of courts. Substantially complete figures, however, show that the amount of capital stock of railways under receivership on June 30, 1898, was \$264,137,371; of funded debt, \$322,892,691, and of current liabilities, \$74,545,256. A comparison with figures for the previous year indicates that there was a decrease in the capital stock revenue, \$876,727,719, increase, \$103,878,405; represented by railways of this class of \$221,927,239, and in funded debt of \$208,515,-

On June 30, 1898, the total single-track railway mileage in the United States was 186,-396.32 miles, there being an increase in this mileage during the year of 1,967.85 miles. The States of Arkansas, Louisiana, Missouri, New York and Wisconsin show an increase in excess of 100 miles. The aggregate length of railway mileage, including all tracks, on the date given was 247,532.52 miles, the increase being shown as 4,088.11 miles. This aggregate mileage was distributed as follows: Single track, 186,396.32 miles; second track, 11,293.25 miles; third track, miles; fourth track, 793.57 miles; yard track and sidings, 48,039.73 miles. The length of the single track operated mileage covered by railway reports filed with the commis sion was 184,648,26 miles, which indicates that the mileage of the country is covered by reports in a substantially complete manner. The number of raliway corporations June 30, 1898, included in the "Statistics of Railways in the United States," was 2,047. Of this number 1,049 maintained operating accounts, 836 being classed as independent operating roads, and 213 as subsidiary operating roads. Of roads operated under lease or some other form of agreement, 317 received a fixed money rental, 172 a contingent money rental, and 275 were operated under some form of contract or control not capa-

ble of description in a single phrase. The operated mileage covered by mergers reorganizations and consolidations during the year under review was 7,220.42 miles. The corresponding figure for the previous

year was 14,834.34 miles EQUIPMENT. On June 30, 1898, there were 36,234 locomo tives in the service of the railways. This number is larger by 248 than the previous years. Of the total number of locomotives reported 9,956 are classed as passenger locomotives, 20,627 as freight locomotives and 5.234 as switching locomotives, a small number being unclassified. The total number of cars of all classes reported as in the service of railways on the date named was 1,326,174. being an increase of 28,694 as compared with June 30, 1897. Of the total number 33,596 were assigned to the passenger service and 1,248,826 to the freight service, 43,753 being assigned to the service of the railways themselves. The number of cars owned by private companies and individuals that are used by railways in transportation is not

covered by reports filed with the commis-An inspection of the summaries which are designed to show the density of equipment and the efficiency of its employment shows that during the year ending June 30, 1898, the railways in the United States used twenty locomotives and 718 cars per one hundred miles of line. Referring to the country at large, it appears that 50,328 passengers were railways of the United States as if they carried and 1,343,906 passenger miles were accomplished per passenger locomotive, and 42.614 tons of freight were carried and 5.530. 498 ton miles accomplished per freight locomotive. All of these items show an increase as compared with those of the previous year ending June 30, 1897.

Including under the term of equipmen

the total equipment of railways on June 30, 1898, was 1,362,408. Of this number 641,262 were fitted with train brakes, the increase being 115,976; and 909,574 were fitted with tically all of the locomotives and cars assigned to the passenger service are fitted of 9,956 locomotives assigned to this service 5,105 are fitted with automatic couplers and 32,697 cars out of a total of 33,595 cars in the same service are also fitted. A corresponding statement for freight equipment is as follows: Out of a total of 20,627 locomotives assigned to the freight service 19,414 are fitted with train brakes and 6,229 with automatic couplers; but out of a total of 1.248. 826 cars assigned to the freight service only 567,409 are fitted with train brakes and 851.-533 with automatic couplers. The number of switching locomotives fitted with train brakes was 3,877, and the number fitted with automatic couplers was 1,199. Of the total number of cars of all classes in service on June 30, 1898, 607,786 were fitted with train brakes, the increase during the year being

115,227, and 896,813 were fitted with automatic

couplers, the increase in this case being The number of persons employed by the railways of the United States, as reported on June 30, 1898, was 874,558, which is equivalent to 474 employes per 100 miles of line. As compared with the number of employes for the previous year, there was an increase of 51,082. The number of employes on June 30, 1898, was 956 in excess of the number on June 30, 1893, and 89,524 in excess of the number on June 30, 1895. The employes of | was 2,945. Corresponding figures for the railways, as reported to the commission are divided into eighteen classes. It thus appears that on June 30, 1898, there were in | railments 72 passengers were killed and 1 .the employ of the railways 37,939 enginemen, 38,925 firemen, 26,876 conductors and | year embraced by this report. The total 66,968 other trainmen. There were 47,124 switchmen, flagmen and watchmen. A distribution of employes conforming to the four general subdivisions of operating expenses shows that the services of 32,431 employes were required for general administration, or 18 per 100 miles of line; 261,866 for maintenance of way and structures, or 142 killed and 1 out of every 28 employes was per 100 miles of lines; 171,600 for maintenance of equipment, or 93 per 100 miles of line, and 398,907 for conducting transportation, or 216 per 100 miles of line. This state-ment does not include 9,754 unclassified em-

WAGES AND SALARIES.

The report contains a comparative state ment of the average daily compensation of the different classes of employes for the and 4,543,270 passenger-miles accomplished seven years 1892 to 1898. There is also given | for each passenger injured. in the report a summary which shows the total amount of compensation reported as paid to the railway employes of the country during the four fiscal years ending June 30 aggregate amount of wages and salaries paid during the year ending June 30, 1898. more than 99 per cent. of the persons on the pay rolls of railways was \$495,055,618, the increase, as compared with the preceding year, being \$29,454,037. This amount of com pensation represents 60.52 per cent. of the total operating expenses of railways and 39.69 per cent. of their total gross earnings. or \$2,681 per mile of line. The amount of railway capital outstanding on June 30, 1898, not including current liabil ties in the term, was \$10,818,554,031. This

which existed in the form of funded debt was \$5,430,285,710, comprising mortgage comprising mortgage bonds, \$4,640,762,632; miscellaneous obligations, \$486,977,279; income bonds, \$362,194,688, and equipment trust obligations, \$40,351,111 The amount of capital stock paying no dividends was \$3,570,155,239, or 66.28 per cent. of the total amount outstanding. The amount of funded debt, excluding equipment trust obligations, which paid no interest, was

\$852,402,622, Of the stock paying dividending paid cent. of the total amount outstanding paid from 4 to 5 per cent.; 7.15 per cent. paid from 4 to 5 per cent.; 7.60 per cent. paid from 5 to 6 per cent.; 3.60 per cent, paid from 6 to 7 per cent.; and 4.54 per cent. paid from 7 to 8 per cent. The amount of dividends declared during the year ending June 30 1898, was \$96,152,889, which would be produced by an average rate of 5.29 per cent. on stock on which some dividend was declared. The amount of mortgage bonds paying no interest was \$526.124.188, or 11.34 per cent.; of miscellaneous obligations, \$146,116,874, or 30.00 per cent.; of income bonds, \$180,161,560, or 68.71 per cent. The amount of current liabilities outstanding at the close of the year named was \$540,013,995, or \$3,012 per mile of

The aggregate number of passengers carried during the year ending June 30, 1898, as returned in the annual reports of raliways, was 501,066,681, indicating an increase, as compared with the year ending June 30, 1897, of 11,621,483. The number of passengers carried one mile during the year was 13,379,930,004, there being an increase of 1,122,-990,357 as compared to the year previous. The increased density of pasesnger traffic is shown by the fact that in 1898 the number of passengers carried one mile per mile of line was 72,462, as compared with 66,874 for the previous year. The corresp figure for 1893, however, was 83,800. The number of tons of freight carried during the year was 879,006,307, there being an increase of 137,300,361. The number of tons of freight carried one mile was 114,077,576,305, which, compared with the previous year, shows the large increase of 18,938,554,080. The number of tons of freight carried one mile per mile of line was 617,810, which is 98,731 greater than the corresponding item for the year preceding.

EARNINGS AND EXPENSES. The gross earnings of the railways of the United States, covering an operated mileage of 184,648.26 miles, were \$1,247,325,621 for the year ending June 30, 1898, being greater by \$125,235,848 than the corresponding item for the fiscal year preceding. The operating expenses during the same period were \$817,-973,276, being an increase of \$65,448,512 as compared with the year 1897. The items comprised in gross earnings from operation for the fiscal year under consideration were: Passenger revenue, \$266,970,490, increase as compared with the previous year, \$15,834,563; mail, \$34,608,352, increase, \$853,886; express, \$25,908,975, increase, \$1,007,009; other earnings other earnings from freight service, \$4,-683,205, increase, \$473,548; other earnings from operation, including a few unclassified

items. \$31,203,780 The operating expenses for the year were assigned as follows: Maintenance of way and structures, \$173,314,958; increase as compared with the preceding year, \$13,880,555. Maintenance of equipment, \$142,624,862; increase, \$19,862,504. Conducting transportation, \$464,674,276; increase, \$32,148,414. General expenses, \$36,476,686; decrease, \$4,583. The gross earnings averaged \$6,755 per mile of line, and operating expenses \$4,430 per mile of line. These amounts are, respectively, \$633 and \$324 greater than the corresponding figures for 1897. The report contains a further analysis of the operating expenses of railways in the United States for the years 1895 to 1898, in accordance with the fiftythree accounts embraced in the prescribed

classification of these expenses. The income from operation, that is, the amount of gross earnings remaining after the deduction of operating expenses, com monly termed net earnings, was \$429,352,345. This amount is \$59,787,336 greater than it was for the preceding year ending June 30, 1897. The amount of income from other sources was \$138,202,779. The following items are embraced in this amount: Income from lease of road, \$95,471,678; dividends on stocks owned, \$15,614,638; interest on bonds owned \$10,529,343, and miscellaneous income, \$16,-587,120. The total income of rallways, \$567, 556,124, that is, the income from operation and income from other sources, is the item from which fixed charges and other analogous items are to be deducted before reaching the amount available for dividends. Taking from this amount the total deductions from income, \$427,235,703, leaves \$140,319,421 as the net income for the year available for dividends or surplus. The total amount of dividends declared

during the year, including \$87,975, other payments from net income, was \$96,240,864. It therefore appears that the surplus for the operations of the year was \$44,078,557. analysis of the total deductions from income, \$427,235,703, mentioned above, shows that they were composed of the following items: Salaries and maintenance of organization, \$443,325; interest accrued on funded debt. \$246,126,691; interest-bearing current liabilities, \$7,073,953; rents paid for lease of road. \$92,391,008; taxes, \$43,828,224; permanent improvements charged to income account, \$6,847,905, and other deductions, \$30,524,597. The railway companies make annual repots to the commission of two kinds. These are designated, respectively, as operating reports and financial reports. The former are filed by such companies as maintain full operating accounts, and the latter by such companies as have leased their property to others for operation, their own aside from investments, being the annual fixed or contingent rental paid by their lessees. It follows that certain items of income and expenditure must be duplicated in comprehensive statements like the foregoing, which are compiled from railway re-ports of both classes. These conditions seem fully explained by the statistician, who inserts also in his report a statemer

income and expenditure due to intercorpo rate contractual relations being eliminated

were represented by a single, simply organ-

ized corporation, the duplication of items of

RAILWAY ACCIDENTS. The total number of casualties to persons both locomotives and cars, it is noted that on account of railway accidents during the year ending June 30, 1898, was 47,741. The aggregate number of persons killed as a result of railway accidents during the year was 6,859, and the number injured was 40,882 Of railway employes 1,958 were killed and 31,761 were injured during the year covered by this report. With respect to the three general classes of employes, these casualties were divided as follows: Trainmen. 1.141 killed, 15,645 injured; switchmen, flag-men and watchmen, 242 killed, 2,677 injured; other employes, 575 killed, 13,439 injured. The casualties to employes resulting from coupling and uncoupling cars were: Persons killed, 279; injured, 6,988. The corresponding

figures for the preceding year were: Killed, 214: injured, 6,283. The casualties from coupling and uncou ling cars are assigned as follows: Trainmen, killed, 182, injured, 5,290; switchmen, flagmen and watchmen, killed, 90, jured, 1,486; other employes, killed, 7, injured, 212. The casualties resulting other employes, killed, injured. from falling from trains gines are assigned as follows: Train-men, killed, 356, injured, 2,979; switchmen, flagmen and watchmen, killed, 50, injured 359; other employes, killed 67, injured, 521 The casualties to the same three groups of employes caused by collisions and derailments were as follows: Trainmen, killed 262, injured, 1.867; switchmen, flagmen and

watchmen, killed, 13, injured, 69; other employes, killed, 38, injured, 367 The number of passengers killed during the year was 221 and the number injured previous year were 222 killed and 2,795 injured. In consequence of collisions and de-134 passengers were injured during the number of persons, other than employes and passengers, killed was 4,6%); injured, 6,176. These figures include casualties to persons classed as trespassers, of whom 4,063 were killed and 4.749 were injured. The summaries containing the ratio of casualties show that 1 out of every 447 employes was injured. With reference to trainmen-including in the term enginemen, firemen, conductors and other trainmen-it is shown that 1 was killed for every 150 employed and 1 was injured for every 11 employed. One passenger was killed for every 2,267,270 carried and injured for every 170,141 carried. Ratios based upon the number of miles traveled. however, show that 60,542,670 passenger-mile

were accomplished for each passenger killed In the conclusion of his report the statistician repeats his previous recommendations to the effect that reports should be secured from express companies engaged in interstate traffic; that reports should be secured from corporations and companies owning rolling stock which is used in interstate traffic; and also special reports from corporations and companies owning depot property, stockyards, elevators and the like; and that reports should be secured from carriers

by water, so far as their business is interstate traffic It is further stated that nothing has occurred in the administration of the statistical division of the commission to weaken the confidence expressed in former reports n the proposal that there should be established under the jurisdiction of the commission a bureau of statistics and accounts, which shall have as its chief purpose the establishment of a uniform system of accounts for the carriers, and that it would be desirable also, should the commiss

amount, assigned to a mileage basis, represents a capital of \$50,343 per mile of line The amount of capital which existed in the form of stocks was \$5,388,268,321, of which \$4,280,271,714 was common stock, and \$1,118,fit, to provide for a monthly report of the earnings and expenses of operating rail-96.607 was preferred stock. The amount